E ANGLO-PRINCH DIFFICULTY WITH CHINA.

mt Letter from Com. Tatnall.

so had positively refused them the ascent of the entrance to which they found very strongly d across which several lines of barricades had

as the Peiho a year ago, was only one mouth of ten river, and that there was another entrance to the north, which entrance was called the d was the point referred to in the treaties. asisted that the Ministers should remain off this entrance until the arrival of the commissioners anghae (which could not be short of two mouths), rangements would be made to convey them to this route.

and one Frence are the bar, at the month of the first of gunshot of the batteries. e river in execution of our plan at 11 A. littmo, and passing through the British municating, pushed up towards

sh), to have a consecutive of the stycer, and approached to within three hundred yards of rist barrier, at which point, should we not be fired had proposed anchoring, when we grounded, and in all our efforts to back off. The tide was falling and our situation was critical, not only from the fawith which the batteries might demolish us, but, as were on the edge of a steep bank, from the probability e steamer fuling over and filling.

this moment I received from Admiral James Hope tention and kindness which must place me under no obligations to him.

tention and kindness which must place me under ig obligations to him. hough he had reason to think that she would be fired by the forts, he sent a gunboat to my aid, with the age that had he known of my intention to pass up ould have furnished me a pilot, and that he expected a me fired on.

would have furnished me a party seems fired on.
The gunboat failed in her efforts to extricate me, and sere held as I have said, a probability of the Toeysan for gover and filling, the Admiral despatched a condomboat to me, placing her entirely at my disposition, with the handsome and generous offer that I should oist on board of her the American ensign and my own

posst on board of her the American energy at my disponents of board of her the American energy and my own personal flag.

I declined the offer, with a just appreciation, however, of the personal kindness to myself and the delicate compliment to our service.

The Toey-wan was more fortunate than I expected, and a favorable wind having sprung up, we got her off at high water.

About two hours after grounding

h water, thout two hours after grounding we sent a boat to the trest fort with my flag lieutenant, Mr. Trenchard, and interpreters, to inform the commanding officer that American Minister was on board the Toey-wan, on his y to Tien-tsin and Pekin, in accordance with our treaty is an understanding with the Chinese commissioners at anythee.

and as understanding with the Chinese commissioners at shanghae.

They were met at the landing by an officer professing to be of low rank, who said that his orders were not to permit the removal of the barriers, and to fire on tkose attempting it; that he believed that a high officer had been appointed to meet the ministers at the not. He also asserted, most falsely, as subsequently shown, that there were no troops and only a few country millia in the forts.

Although the Interpreters were allowed to got out of the boat for greater facility of conversation, they were not permitted to approach the forts.

The Toey wan floated late in the evening, when I observed that the British were arranging themselves apparently for action. I therefore dropped down to the mouth of the harbor and below them, so that my lights might not interfere with their signals, or my position with their operations.

The British in the night removed with their boats a portion of the lower barrier, but the Chinese restored it in the morning.

At 2:46 P. M. on the 25th, the day specified for the exchange of treaties, the British should up the river for the barriers. Admiral Hope leading in one of the guntages.

This whole force consisted of ten gun-boats, including

This whole force consisted of ten gun-beats, including an French and three larger steamers, of a class denomi-anted despatch vessels, carrying in all about fifty guns. They also had on board of some Chinese junks, at the nouth of the river, a reserve of boats with seaman and

On the admiral's reaching the first barrier the forts sud

On the admiral's reaching the first barrier the forts sud-nly swarmed with men, and a terrible fire from very avy guns was opened on him from all the forts on both les of the river.

Two of his vessels at this mement grounded near the of the Teey-was had grounded the day before.

The Ritish and French fought with the most determined lor, but lifteen minutes sufficed to show me, without a per of success.

The fire of the Chinese was directed with fatal skill, and as chieffy compenitated on the Admiral and the vessels.

Admiral.

By this time, four P. M., several of his vessels had been said, and it was evident to me that nothing could enable him to extracte hisself and retire form the hopeless condict sut the reserve of teats and men at the jacks; but at the time the tide was running too strong for the crowded

stem the was a stem of these boots now thised me. officer in charge of these boots now thised me. d nothing of aid, but his silent appeal was pewerful. In the few moments he was on board he sould anxiously, alternately at his Admiral and at the

eats.

After he left I held a consultation with Mr. Ward, and a agreed with me perfectly that, under all the circumstances of our pesition with the English, and the suit the americal had tendered me he day before, I could do not a than to low the boats to his relief.

I took up this position as it might enable me to aid the wounded, and should boats be sunk, to reacue their crews.

After anchoring I thought of the admiral and of his chivalrous kindness to me the day before, which, from an unwillingness to intrude on him when he was preparing for action, I had in no way yet acknowledged.

I, therefore, with my flag lieutenant, Mr. Trenchard, went in my barge to visit him. When within a few foet of the Cormorant a round shot struck the boat, killed my coxewain, and slightly bruised my flag lieutenant. We fortunately reached the Cormorant before the boat entirely filled.

Ifound the admiral lying on his quarter deck badly wounded. I informed him that I had called to pay him my respects, and to express my regret at his condition. After remaining on board the Cormorant about ten minutes, I took advantage of an English boat that was passing to return to the Tocy. wan.

The Cormorant after this was sunk, and the admiral shifted his flag to a fourth vessel, the Coromoradel (a thing, I believe, unprecedented), thus evincing an indomitable valor under very disheartening and almost hopeless circumstances.

At dusk, about 6; P. M., a desperate attempt was made, by landing from boats, to storm the forts, but they stood in an impassable morass, and the assailants were repelled with heavy loss.

On the morning following this day and night of slaughter—the action still continuing, but the fire more feeble and distant—I found that six of the English vessels were sunk and that the remainder had withdrawn to a more distant and safer position, from which they could easily retire out of gun-shot.

I now prepared to return to the Powhatan with Mr. Ward, but dirst called on board the Coromandel to take

English.

On reaching the Powhatan I again despatched the Toey-wan into the narbor, in charge of Lieutenant Johnston, (first of the Powhatan.) with orders to remain at the mouth of the harbor, out of fire, and to afford all aid consistent with our neutrality. After an efficient performance of this duty for twenty four hours he rejoined me. The sea officers with me in the Toey-wan on this service were Captain Pearson, Lieutenants Trenchard and Semmes, all of the Powhatan; and Midshipman Merchan, of the Germantown. The engineer officers were Meass. City and Archer. Captain A. S. Taylor, of the marine corps, was also with me. I have to thank them for their zealous services.

gealous services.

My conswain, John Hart, whose death I have to lament, was the son of John and Mary Hart, now living at Jamaica, Long Island. He was a widower, but has left a young dauguter sight years old.

I shall communicate the sac event to his parents; and as his child whom he supported will be entitled to a pension, may I beg the favor of you, sir, as soon as the proper papers shall be filled at the Department, to direct that the pension be issued without unnecessary delay?

Hart had been a long time in the navy, having served under me fitteen years ago.

Hart had been a long time in the navy, having served under me fifteen years ago.

The English retired this morning from the river, having recovered and brought out three of their sunken vessels and destroyed the others.

Their loss is about four hundred and fifty killed and wounded, including twelve French. Eight officers are killed and twenty-three wounded; among the wounded are the four senior officers, including the Admiral and the French Commodore Tricault.

They attacked with about twelve hundred men. I am, sir, with great respect, your obedient servant, JOSIAH TATTNAIL,

Flag Officer commanding East India Squadron.

The Hon. Islace Touchy, Secretary of the Navy, Washington.

ANOTHER LETTER FROM CHINA.

ANOTHER LETTER FROM CHINA.

The postscript to the following letter from an officer of the navy to the Philadelphia Ledger is especially interesting, as containing the latest intelligence from the American expedition at the mouth of the river Pelho:—

UNITED STATES STRAME POWHATTAN,

OFF THE PRIBO HIVER, July 5, 1859. }

We are gradually consuming this "cumshaw" as we await the arrival of the pilot, who should have been here yesterday. Perhaps he could not make us, for want of wind, as a junk has been in sight since yesterday morning, evidently trying to beat up to our anchorage. Yesterday the English steamer Fury left for the mail, and now, in a few moments, goes also the French frigate. I shall not be able, therefore, to give you any later dates. The present impression on board is, that a pilot is close at hand to take the Toey wan into an unknown entrance; that he has heen sent by the government; that to-morrow we shall have an interview with the Governor-General, and had be a half have travelled by boat and sedan chair from the North Forts to Pekin. Thus, while the English and Franch will be recomment.

Affairs in Ve

Affairs in Venezuela.

THE CONSULAR BODY.

[Translated for the New York Herald from El Miliciano, of Caracas, of Sept. 5.]

According to information which we have received, it seems that Mr. Andrew J. Smith, the Consul of the United States in Laguayra, has been one of the stoutest supporters of the rebel government of Gen. Aguado. Not only has he delivered to it communications from Puerto Cabello which came addressed to Mr. Turpia, improperly breaking the seals, but he has refused his protection to several American eitzens who have been outraged by Aguado, and has even induced a person named Briar, an American engineer belonging to the railway company of Petare, to form trenches, build barricades in the streets, and prepare artillery in such a manner as to make a fierce attack on the government troops. We have nothing to do with his conduct concerning the Americans, for this is a part of his ministerial duty; but we are informed that Mr. Turpia is very much opposed to the subject. But in regard to what he has done in favor of the rebets, we call upon the government to retire the exequatur of the said American Consul, and to dismiss him from the country.

the said American Consul, and to dismiss him from the country.

THE DIPLOMATIC BODY.

[Translated for the New Youx Herald from El Miliciano, of Caracas, Sept. 6.]

The Veneruelans are completely satisfied with the conduct of Senors Turpla, Orme and Romea, but we must say the very opposite in respect to Messrs. Levraud and Leal. This opinion, which is almost an unanimous feeling in the republic, has very grave antecedents to justify the tree first named gentlemen came to the country when Monagas had already fallen and society had begun to be reorganized, after ten years of disorder, robberies and persecutions of all kinds. They have wincessed our efforts to save society, to secure purity in the management of the public funds, to comply with our obligations, to give guarantees to all; and far from putting obstacles in our way they have been generous and circumspect with us. We obtdially express our thanks to them.

obstacles in our way they have been generous and circumspect with us. We oerdially express our thanks to them.

Messrs. Levrand and Leal are contemporaries of the Monagas domination. No one is ignorant of what occurred in the legation of France after the 16th of March, as well as the feeling which caused the fall of the tyrant of the country. Hence arose our misuaderstandings. Mr. Levraud has always regarded with antipathy the government which arose out of the revolution of March, and, in as far as he could, he has been hostile to it. His present position in Caracas, which is very mournful, proves the truth of what we have said. Mr. Levraud is not on terms of friendly relations with the members of the government, or with the Venezuelans, except a few of the revolutionary circle.

In the present state of our relations with the Ministers of France and Brazil—that is, if we desire to avoid new difficulties in the future—the justice, the propriety and even the dignity of the nation, counsel that we should give these gentlemen their passports, and inform their respective governments of their conduct. We have the fullest confidence that the respective cabinets of the Tuileries and San Cristobal will recognize our right to dismiss these Ministers, who are not agreeable to us, the justice which leads us to this step, and the desire which animates us to choose two great Powers.

This Defalcation in the Hartford Savings Association—This Bonders Releases.—An interesting case has been on trial before the Supreme Court of Errors at Hartford, growing out of the defalcation of John W. Seymour, former Treasurer of the Hartford County Savings Association. The trustees suc charles Seymour, Jr., Austin Dunham and Henry Z. Pratt, who were sureties for Seymour's fidelity for the sum of \$100,000. It appears that these gentlemen gave their bonds when Seymour was first elected Treasurer in 18M, and when his term of office expired he was re-elected, in new bond being required. In this way he was annually elected until 1866. The surctice, not being acquainted with the law on the subject, when they heard of Seymour's defalcation, supposed that they must ray the bond, and gromised the trustees that they must ray the bond, and gromised the trustees that they must ray the bond and gromised the trustees that they would do so. Afterwards, tawing learned how the law stood, they refused to pay, and the present suit was brought. The trustees claim that the bond continued until another person should be elected Tree "rer; that at all events, such a construction had been diven to the bond by both parties, the directors, Mr. Duning uncluded, having seked uo new bond, and the surcties having admitted their lability at the time Seymour abscended. The bonds men reply that the investment must speak to Miself; it has a settled legal interpretation, and it matters not what views the parties may have taken of it. This case such eard before Judge Waldo, who reserved it for the advice of the Supreme Court, and it was finally tried before that court at Hartford, Judges Himman, Elsworth and Sanford on the bench. The decision was not given until yesterned to the supreme Court, and it was finally tried before that out a bardy may be the defendants.—New Harea Palledium, Sept. 28.

A melancholy accident, attended by loss of life, occurred at the Girard House yesterday morning. About six o'clock A. M. the boilers used for cocking and heating purposes exploded with a loud crash, instantly killing John O'Connor, a plumber, the way the way the purpose of the purpose. who was at work upon the premises, and severely injuring John Collins, the fireman. The force of the explosion was so great that the marble flooring of the barber's shop and reading room, on the next floor above that where the boiler was situated, was rent to pieces.

Botler Explosion at the Girard House

atoms. Two of the young men employed about the bar ber's shop were prostrated by the force of the concus sion, but their injuries are of a slight nature. It was most fortunate indeed that the accident occurred at such an early hour or else many persons might have been injured. Had the explosion taken place an hour later, when the barber's shop is crowded with the patrons of the house, the loss of life and limb would have been The noise of the explosion caused the guests of the hotel to start from their slumbers, and for a few moments

The noise of the explosion caused the guests of the hotel to start from their slumbers, and for a few moments all was confusion and dismay. When it was found, however, that the danger was confined, and that there was no fear of the building taking fire, the boardors were easily persuaded to retire to their rooms.

An examination of the premises, made by the police and Mr. Hansen, the proprietor of the house, showed that the boiler had burst into some half dezen pleces. The masonry and wood work surrounding the beiler, as well as all the partition walls within forly feet of it, were destroyed. The beams which supported the floor of the barber's shop were split into fragments, and the flooring was forced up in several places. All the glass work in this room was broken, arm chairs, sofas and dressing stands were upen, and she doors leading into the reading room were blown off their hinges, so great was the force of the explosion.

The reading room was also damaged, the front window being blown into the street, such and all, but the farmiture was not injured in the least. The entire damage in the cellar and on the first floor is estimated at \$1,500.

The cause of the explosion has not yet been ascertained, but the engineer told a story to the police which serves to throw some light on the subject. It seems that the boiler, which was manufactured by Messrs. Bay & Pollock, and had been in use about two years, leaked badly. The engineer informed Mr. Hansen of the trouble, when the latter told him to call in deceased and get him to stop the leak; on Thursday night he worked so late that he thought it was hardly worth while to go home, so after finishing his labors at the boiler he threw himself upon the floor near by and went to sleep. He was slumbering when the explosion took place, and being within a few feet of the boiler he was instantly killed. It is supposed by the engineer that while deceased was working at the leak he turned off the feeder, and carelessly forget to turn it on again when he had finished his work

The West Washington Market Contr SUPREME COURT.

Before Hon. Judge Potter. Sept. 30.—The case was resumed this day at 10 A. M. Mr. Moses Ely, on behalf of the defendants, moved for dismissal of the case on the following grounds:-First pecause the plaintiffs, Taylor and Brennan, had failed to the Land Commissioners had no competent authority to grant a lease. He contended that even if the State proved tion of ejectment against the present occupants. In the eye of the law the water still flowed where it had been filled in, and the waves still dashed against the bulkhead at West street. The State never had authorized the filling in, nor had it accepted it. The counsel then quoted from the statutes in proof of his positions, and asserted that the right of the State to the substratum of a navigable river below water mark, and four hundred feet beyond, did not come within the meaning of the State, liable to be leased by the Land Commissioners for terms not exceeding one year." The law required, moreover, that such lands as might be leased should have improvements on them. The shanutes creci-

law required, moreover, that such lands as might be leased should have improvements on them. The shanties creek-ed on the land in question certainly could not be considered improvements; they were rude constructions that might almost be blown away by the wind.

Mr. Stoughton replied that the argument of the gentleman who had preceded him resolved itself to this: that because the State had neither authorized nor accepted the land erected in the water, therefore it could not bring an action for ejectment. That was about the same as to assert that if he (the counsel) had a piece of property of his own, and on awaking some morning he should find a factory erected thereon by some person, he could not

an action for ejectment. That was about the same as to assert that if he (the counsel) had a piece of property of his own, and on awaking some morning he should find a factory erected thereon by some person, he could not eject the latter, though he was in fact but a mere trespasser. The Courts, he said, had already decided the question in the case of the Health Commissioners against Moran, which was a case something like the present.

The Court decided to deny the motion to dismiss, on the ground that another and higher Court would review the matter, and that he preferred to hear the whole case before acting on so important a motion.

Mr. Richard Busteed, the Corporation Counsel, then proceeded to open the case for the defendants. The city, he said, had a twofold title to the lands in dispute—the title by grescription, which could not be denied, and the title by grant, which, he contended, was proved by the Dongan charter of 1686, the Montgomerie charter of 1730, and subsequent acts of the Legislature of the State of New York. The Dongan charter, he asserted, was the only public record which, in referring to the grant to the city of 400 feet beyond low water mark, used the definite article. That is in all other documents relative to the matter, the definite article the was omitted before the words water mark—an omission which, he said, clearly proved that it was intended that the low water mark should be variable according as affected by natural or artificial causes. If, then, the city was authorized to build a bulkhead at West street, and in consequence thereof the water outside became filled up by natural accretion, so as to make low water mark outside the point if might have been at former periods, the city of New York. It might have been at former periods, the city of New York. (Laughter).

The Court sutgested that if a similar charter had been granted to Jersey City, the Hudson might be checked upontirely.

Mr. Busteed—That would be a calamity, I admit, your Honor, greatly to be deplored. (Laughter).

The

the bulkhead.

Messrs. Brewer, Wilson J. Hunt, Justus E. Earle and Dr. Randolph, all very aged gentlemen, acquainted, some of them, for over fifty years with the vicinity of Washing ton market, next testided on several important points, after which the case was closed on both sides, and the Court adjourned until this morning at ten o'clock, when counsel will sum up and Judge Potter will charge the jury.

EUICIDE OF MAJOR CHAPMAN AT OLD POINT COMFORT.—By intelligence from Old Point Comfort we learn
that Major W. W. Chapman, of the United States army,
and connected with the artillery stationed at fortress
Monroe, committed suicide on Tuesday, at the fort, by
cutting his throat with a razor. It appears he was subject to attacks of mental depression, and during the fornoon he sent for Dr. Cuyler, the surgeon, and considered
with him concerning his health. Subsequently he appeared on purade and review, on the occasion of the visit
of Gov. Floyd, Secretary of War. Nothing unusual or indicative of the contemplation of the act that was so soon to
startic the community was detected in his manner.
About 12½ o'clock; after dismissal, Major Chapman
went to his rooms at the quarters, made up a package of valuables, with his watch, &c., and took
the package to the office of Capt. Carlisle, where
his coat, cravat and boots, and it is supposed
stood before the mirrer, and inflicted two dreadful gashes
upon his threat with a razor obtained from his dressing
case. He then lay down upon the bed, and was found in
that position dead about hair past three o'clock. The deceased, just previous to the commission of the act, took
leave of a lady friend who came up to this city in the
Norfolk boat yesterday. It would seem that he then contemplated the deed, as he bid her an alloctionate farewell,
and declined accompanying her to the boat. Major Chapyan was made of Massachusetts, and entored the army
we the year 1857, and was made Major by brevet in
less the contemplation of the act took
leave be been telegraphed concerning the distressing
vent.—Bulgimer, Xun, Sept. 29.

ADDITIONAL FROM EUROPE. THE MAILS OF THE ASIA.

MORE DETAILS OF THE BATTLE OF TAKU. American Neutrality and American Humanity.

RUSSIAN REPORTS FROM THE AMOOR.

The Boilers of the Great Eastern Injured.

TALK OF RUNNING HER TO CHINA CURIOUS FACTS OF THE PRUSSIAN CENSUS.

Our London, Paris and Brussel Correspondence, &c.

The following interesting details of the latest news from Europe and China were brought out by the Asia, and taken from our Paris and London files.

The leaves of our correspondents in Paris and Berlin will

we regret to learn from our reporter that the accident on board the Great Eastern was more serious than was at first supposed to be the case. In the first accounts published it was stated that notwithstanding the fearful nature of the explosion, none of the boilers had sustained the slightest injury. This turns out to have been a mistake. The internal stays of the boiler most directly exposed to the force of the shock have either been displaced or greatly weakened, and it is now ascertained that the boiler cannot be used with safety in its present state.

London, Sept. 16, 1859.

Is in London in Regard to the Accident on Board the Great Eastern—Mr. Scott Bussell Responsible for the Ex-plosion—Out of Evil Cometh Good—Superior Safety of the Leviathan Demonstrated—The New Breach with China— Lord Palmerston and the French Ambassador Laying Out Plans of Operations—Grateful Feeling Produced Among the English by the Conduct of the American Officers at the Battle of Taku, &c., &c.

ment by the astounding intelligence that a dreadful explo-sion had occurred on board the Great Eastern, and that many lives had been lost. While we were reading the next day these sad and unexpected details, the news began to spread that the Chinese had risen and driver back with great slaughter the uaval except that had mission to Pekin. Yesterday and to-day we have received very full and exciting accounts of this unlooked for dis aster, and you may suppose that all Eugland is in a high state of commotion from the sudden occurrence of two and neither foreseen or dreamt of. There is little doub United States, for your interest in the Great Eastern mus be scarcely less than ours, while the perfidious violation of the late treaties with England and France must lead to results that will command your attention hardly less than

ing event, as you will of course copy them fully from the With a view to screen the real author of the mischief great pains have been taken to throw a mist over th origin of the disaster. It is asserted at one time that it at another, that it was a stop-cock not being turned off, and so on. The real secret of the explosion was simply that Mr. Scott Russell, the maker of the paddle engiis ascertained that this plan of an outer casing has been Collins steamers-and has always ended in failure or mis hap. Had this thing happened in France the author of the misfortune would have been cited before a criminal court;

tried in numerous ocean steamers—both in the Cunard and Collins steamers—and has always ended in failure or mishap. Had this thing happened in France the author of the misfortune would have been cited before a criminal court; but in England another kind of punishment cannot fail to overtake him in the loss of the reputation he has hitherto enjoyed. The damage to the Great Eastern exceeds £10.000; but Scott Russell has readily offered to repair it all for half the money, and to have the "big ship" ready for sea again in three weeks. There is a deep and universal feeling of regret that so untoward an accident should have cast a momentary gloom over the brilliant dawn of this magnificent vessel, yet public confidence is not shaken in her future, Everybody was naturally struck by the extraordinary fact that the tremendous explosion had so little effect upon the levislant that all her engines; both paddle and screw, went on working as smoothly and as steadily as if nothing at all had happened. She dadn't mind it any more than a whale would the single stroke of a harpoon. She went quietly but rapidly onward, unconscious of the blow. In three weeks the Great Eastern will be ready for work again, and, as if indignant at the stain cast upon her great name, she will fly across the Atlantic in a way and at a speed that will astonish and delight the nautical world as well as "the rest of mankind."

Now for a remark or so about the extraordinary news from China. It is evident enough that the Chinese government had made up their minds that Pekin should never be humiliated by the presence of the English and French Ministers within its portals, the faith of solem treaties notwithstanding. They employed the most direct means, certainly, to prevent this, by stopping up the channel of the Pelho, and by constructing forts upon its banks which were manned by heavy artillery. But how stupid and besotted must be these treacherous barbarians to dream that they may play such bloody tricks with impunity. They will pay dearly for their p

The Accident to the Great Eastern—A Life of Engineering Blunders—Renewal of the War with China—Ressian Relations with the Celestials not so Playsant as Supposed— Policy of the Christian Nations-China in the Time of Marco Polo more OlciNeed than at Present-A New Cra sade Necessary Against Eastern Barbarism, &c., &c. For the present the Great Eastern is smashed up.

engineers have shown their metal, or rather the explor has blown their metal to pieces, and now if the manage directors have any mettle of another sort the public and the shareholders would like to see it. I am not very forcibly impressed with the good qualities of the direction of mpany, but they may, after a long chapter of accidents, develope the property and make it a paying con-cern. The trial trip has utterly broken down. That was to have been ready to start to morrow, and tickets had been taken all over England. Passengers were to have been on board to-day; but up to this moment not a single word in the shape of an advertisement to their customers has the company put forth to announce that the trip will be postponed. It is, however, a notorious fact that the ship will not be ready for sea for a month. Mr. Scott Russell has contracted to complete the repairs caused by the explojured. The company is receiving six or eight hundred pounds a day, in half crowns, from five or six thousand daily visiters that flock to see the unlucky monster. Who can tell what shall be done with the monster ship? It's as

What wants the Great Eastern, perfectum et pulchrum, Without a "blow up" o'er the ocean to heave her? Herself the great weight, and the seaboard her fulcrum, "Tis plain as a pike staff: she just wants—a Lever!

The only way the directors can over face their share holders, and make an excuse for not chartering the ship to Mr. I e.e., will be to postpone the trip and turn the destination for her services. How those services are to be paid for remain to be seen. But the ancient Cathay, a Marco Polo—the largest, most populous, most wealthy and most ancient quarter of the globe—the land of spices, drugs, teas and precious gems—the region most renown that excited the cupidity of the Greeks, and then overthrew them by the corruption engendered by the wealth it furnished them—the land that by its commerce has Europe, and overturned many of them by the richness of the spoil they procured—the land that has fed the corsairs of the Cyclades and the land pirates of Tartary-this gorgeous and magnificent region must, say the modern Timons, furnish business and cargo for a ship the like of which has never been seen since Jason's expedition for

The career of this ship so far is an epitome litical life of John Bull. He forgets what Saint Paul said about fables and endless genealogies. They are very api

to believe that a man is clever, or ought to be, because

his father was before him. George Stephenson was a man of great ability and a great engineer. His son Robert has made himself a name by a species of tact in appropriating the talents and labors of shrewder men than himself; but men that were born without title or position, and without a silver spoon in their mouths. Bru nel, the elder, who built the Thames tunnel, was a vision ary schemer, but an engineer of great ability. The proent Brunel, the son of his father-but no more like his nated the idea and plan of the Great Eastern, has spent his life in carrying on a series of gigantic blunders that would have bankrupted and ruined a people possessing more than the resources of the United Kingdom, provided be had the power and position. He commenced with the Great Western Railway, and the broad gauge principle of that road has cost the stockholders many militions that they would not have lost but for this wild experiment. He built the Great Eastern, and then, with all his ingenuity, could not get her into the Thames without a series of casualties and blunders, involving a loss of several lives and an expenditure of £80,000, more than one-fourth the sum the ship ought to have cost, and more than it would have cost to construct a dock to build her in, out of which she could have floated. He then planned those circular steam-chests round the smoke pipes, against the advice and remonstrance of every sensible person connected with the ship. He made a stop-ook at one end of the chest that was turned to a full stop; and then he made a safety valve at the other end that his "subs" could not or would not use. He then made a donkey engine that was so imperfect it could not be used—this probably out of sheer jealousy, for he doubtless wanted to be the only perfect donkey connected with the ship. Having got the mine loaded, and the ship fairly under way, with a large number of guests on board, his assistants, in elaborating and carrying out his plan, pumped six or seven tons of water into the circular cheet, built an enormous fire at the bottom, and, as a matter of course, blew a hole in the ship as big as a melting house. There was not one single link wanting in the chain of events and concatenation of circumstances, from the first project of the steam chests to the grand climax, the explosion—equal to that of two tons of gunpowder encased in iron—exactly in the centre of the grand salono of the vessel. The only good fortune—I may say the only miracle—was that produced by the intervention of some good an nated the idea and plan of the Great Eastern, has spent his life in carrying on a series of gigantic blunders that would

sing in the world. I cannot say where your correspondent will venture to go on the trial trip whea the great ship makes her first essay on the broad ocean, but believing you will be unwilling to pay the premium that would be required to get his lie insured for a reasonable sum, he has faint hopes of being able to entertain your readers with an account of the disastrate received of the part and to the country with the same of the part of the country will be the same of the country will be the country with the same of the East. India, under the old praticial rule of the East India Company, got up a successful rebellion that seemed to thwart the best efforts of the Company's officers. Then Queen Victoria and her Parliament quietly stepped in and took the whole country, with its 150,000,000 of people, into the keeping of the British nation. The Indian treasury is bankrupt; the public debt \$60,000,000 ag great majority of the people hostile to the British rule; the climate of the commercial portion deadly to European constitutions; and the only article that can be made to pay is opium—an article the sale of which is prohibited by law and treaty on the entire frontier of the Chinese empire. On the heels of all this we have the new and successful rebellion on Petho. The British officers complain badly of treachery on the part of the Chinese in the means they took to repulse their enemy. All the treachery I can see is the refusal to carry out the treaty. The defeat was merely a piece of military strategy, wherein the Chinese were too strong for the English; and, in the expressive language of one of the few survivors (Loutenant Purvis), the latter were "potted like crows," "liked," "samashed" and "chawed up."

Other news from China comes via St. Petersburg, and corroborates the bad accounts lately received from Pekin. I send you portions of a letter extracted and translated from a Russian paper, showing that the Russian amount of the company that the company the survivorable papers of the papers of the papers of the pap

Our Paris Correspondence

PARIS, Sept. 15, 1856 American Sympathy with the Allies in China—Latest N merican sympany was not assess in Chana—Latest of Minister Ward in Paris—Napoleon will Aid Engl Firmly—His Majesty's Your and Charities—Prince poleon in Switzerland—The New Prize Law and

to the sang froid of the Americans during the late discom-fiture of the British in the Chinese waters, had been t is very agreeable to be able to state, from con would have put implicit faith in a tale which told of

the arms of treacherous barbarians.

letter from Shanghae, which, as it is short, I reproduce —
As to the conduct of the American, it was throughou
proper and dignified. The evening before the stack the
American Commodore, Tatnall, offered to the English Ad
miral to send his contingent of marines, as he had
with him only a corvette and an advice boat. The offer
was made cordisily, sithough, perhaps, somewhat tardily,
and it was not, therefore, accepted. But on the following
day, as soon as the action had commenced, the American
advice boat kept in the first rank of the attacking vessels,
not firing, it is true, but moving about wherever she
thought her services would be useful, picking up the
wounded and assisting the gunboats which were the most
roughly handled, whenever the services.

It is quite possible that the renewal of the Chinese war may prove, like the folly of the Austrians in crossing the Tienio and attacking Sardinia, another of the Emperor Na-poleon's godsends. The man, indeed, seems to float ever on the waters of other people's ships. No doubt he will be only too happy to send his fleet side by side with that of his "powerful ally" to the Yellow river, and once more prove his indispensability, or it may happen that, mindful of former sensitiveness, he may instruct his admiral to show less haste in grasping the lion's share of the victory, for the fate of Central Italy hangs trembling in the balance,

for the fate of Central Italy hangs trembling in the balance, and another occupation of his "powerful ally" at the present moment is desirable.

As I surmised, the Emperor Napoleon has gladly availed himself of the occasion to unite his forces once more with those of his "powerful ally." The semi-official Constituents occuts the idea put forward in the London Times, that the English would avenge the affront single handed if need be.

himself of the occasion to unite his forces once more with those of his "powerfal ally." The semi-official Constitutional scouts the idea put forward in the London Times, that the English would avenge the affront single handed if need be.

A pretty general belief is entertained among well informed classes that the extraordinary military discipline displayed by the Chinese on this occasion is none of their own. Reports received by the Chinese mail from Frenchmen state a suspicion, almost amounting to a certainty, that the Russians are at the bottom of it all; the perfect reticence displayed by the enemy, the accuracy of fire and superior strategy, are inconsistent with the former conduct of the Chinese, and it is known that it is henceforth written in the book of the Russe that wherever and whenever he can he must deal a blow to the Saxon invaders of Sensatopol. Now that the French are about to render their "indispensable" help to the cause, it is generally conjectured that the Chinese will be left to themselves, for Russia, it would seem, can go to war also for "an idea," and when her mission is accomplished leave her protegts to fight for themselves.

The Emperor Napoleon, we are informed, up to the last moment before quitting St. Sauveur, did not cease to employ himself in works of beneficence. For the poor of Luz he left a sum of 1,000 francs, and a like sum for that of Carterte. Their Majestics travelled post in an opon carriage and two horses. At Argeles the Emperor, in passing through, left 20,000 francs towards finishing the church. At Betherran their Majestics ravelled post in an opon carriage and two horses. At Argeles the Emperor, in passing through, left 20,000 francs towards finishing the church having lest its organ during the disasters of the furst revolution, his Majesty promised to sone one, and left at the same time 1,000 francs for the poor. The baths are said to have produced the happient effect on the imperial coal-ple, the Empress having laken sixteen, the Empror have de-Gier, whence he was